

Six-Year Transportation Improvement Program, 2014 to 2019

* = Outside Funding Anticipated

Old Priority	Priority	Project	BMP	EMP	2014		2015		2016		2017-2019		Project Total
					PE	ROW	Constr	PE	ROW	Constr	PE	ROW	Constr
4	1	Countywide Bridge/Road Bank Protection	-	-	\$40		\$381	\$25		\$361	\$25		\$75
5	2	Countywide Culvert Replacement for Fish Passage	-	-	\$40	\$5		\$2		\$103	\$30	\$5	\$5
		Capital Improvement Projects											
1	3	Countywide 3R Program	-	-									
3	4	Countywide Misc. Safety & Guardrail	-	-	\$60	\$5	\$1,200	\$40	\$2	\$650	\$40	\$2	\$550
6	5	Federal Forest Road Improvements	-	-	\$45	\$5	\$250	\$10	\$5	\$100	\$10	\$5	\$100
15	6	King Road Rehabilitation	8,414	10,554	\$5	\$95		\$5		\$95	\$5		\$95
16	7	Davis Creek Br. #181 - Turnarounds / US12 Intersections			\$20		\$2,800						
17	8	Leudinghaus Bridge No. 87	1,070	1,084	\$20	\$5	\$425						
27	9	Bishop Road Improvements	0.020	0.032	\$100	\$50	\$2,900						
23	10	Centralia Alpha Slide & Safety	0.422	1.507	\$10		\$800						
19	11	Roundtree Road Slide Repair	10.150	11.850	\$250	\$140		\$30	\$10	\$2,722			
20	12	Wigley Road Improvements	0.837	0.841	\$50			\$5		\$320			
18	13	Highway 603 Stabilization	0.720	1.033	\$20	\$10		\$5		\$300			
25	14	North Fork Road Realignment	11.700	13.420	\$20	\$10	\$100			\$2,150			
14	15	Swofford Road Rehabilitation	2.700	4.050	\$90	\$50		\$90	\$50	\$945	\$15		\$1,745
24	16	Rush Road Improvements	0.000	1.777	\$20	\$5							\$750
21	17	Boyd Road Rehabilitation	2.600	3.164	\$25			\$75	\$100		\$50	\$50	\$2,000
22	18	Isbell Road Rehabilitation	0.000	1.140	\$10			\$10			\$60	\$50	\$350
12	19	Harrison Avenue Improvements	0.000	1.410	\$10						\$30	\$35	\$350
13	20	Borst Avenue Safety Improvements	0.548	2.544									\$1,000
26	21	Avery Road West Improvements	0.000	0.298									\$150
28	22	Tucker Road Widening	0.090	2.700							\$180	\$20	
29	23	Mickelsen Parkway	0.000	5.549							\$100	\$100	\$5
30	24	Avery Road West/North Military Road Intersection	0.000	0.700				\$10			\$100	\$100	\$2,280
31	25	Forest Napavine Road East Improvements	0.000	0.990	\$10						\$120	\$120	\$3,000
32	26	Teitzel Road Bridge Approach Repair	0.430	0.470							\$10		\$350
33	27	Gallagher Road Extension	0.000	0.970							\$20		\$50
34	28	Downie Road Extension	0.000	-									
35	29	Middle Fork Road Improvements	0.000	3.740									
36	30	Jackson Hwy Rehabilitation	0.257	7.136									
37	31	Highway 603 (4) Rehabilitation	10.900	11.700									
38	32	SR 505 Corridor Improvements	2.180	5.500									

Six-Year Transportation Improvement Program, 2014 to 2019

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Old Priority	Priority	Project	BMP	EMP	Lewis Co. Funds										Funding Sources				
					Local	Matching Funds	86.5% 13.5% STP	80% 20% BR	86.5% 13.5% ER	87.5% 12.5% FEWA	33% of Project TIA	100% CAP	90% 10% RAP	Other Fed/State	Other Local	Total Funding			
4	1	Countywide Bridge/Road Bank Protection	-	-	\$600			\$607								\$1,207			
5	2	Countywide Culvert Replacement for Fish Passage	-	-	\$26	\$78								\$416		\$520			
		Capital Improvement Projects																	
1	3	Countywide 3R Program	-	-	\$1,485							\$2,740				\$4,225			
3	4	Countywide Misc. Safety & Guardrail	-	-	\$875											\$875			
6	5	Federal Forest Road Improvements	-	-	\$600											\$600			
15	6	King Road Rehabilitation	8,414	10,554	\$1,734	\$109							\$977			\$2,820			
16	7	Davis Creek Br. #181 - Turnarounds / US12 Intersections	1,070	1,084	\$0	\$56				\$338				\$56		\$450			
17	8	Leudinghaus Bridge No. 87	0,020	0,032	\$0	\$381				\$2,288				\$381		\$3,050			
27	9	Bishop Road Improvements	0,422	1,507	\$10	\$108	\$692						\$957			\$810			
23	10	Centralia Alpha Slide & Safety	10,150	11,850	\$200	\$361	\$1,534									\$3,152			
19	11	Roundtree Road Slide Repair	0,837	0,841	\$375											\$375			
20	12	Wigley Road Improvements	0,720	1,033	\$0											\$335			
18	13	Highway 603 Stabilization	11,700	13,420	\$1,141	\$114							\$1,025			\$2,280			
25	14	North Fork Road Realignment	2,700	4,050	\$95	\$290							\$2,600			\$2,985			
14	15	Swofford Road Rehabilitation	0,000	1,777	\$775											\$775			
24	16	Rush Road Improvements	2,600	3,164	\$0											\$2,300			
21	17	Boyd Road Rehabilitation	0,000	1,140	\$10											\$470			
22	18	Isbell Road Rehabilitation	0,000	1,410	\$10											\$425			
12	19	Harrison Avenue Improvements	0,548	2,544	\$0	\$135	\$865									\$1,000			
13	20	Borst Avenue Safety Improvements	0,000	0,298	\$0	\$20	\$130									\$150			
26	21	Avery Road West Improvements	0,090	2,700	\$0	\$97	\$618									\$715			
28	22	Tucker Road Widening	0,000	5,549	\$0	\$285							\$2,565			\$2,850			
29	23	Mickelsen Parkway	0,000	0,700	\$10											\$3,490			
30	24	Avery Road West/North Military Road Intersection	0,430	0,470	\$50											\$70			
31	25	Forest Napavine Road East Improvements	0,000	1,565	\$10											\$4,132			
32	26	Teitzel Road Bridge Approach Repair	0,700	0,990	\$200											\$200			
33	27	Gallagher Road Extension	0,000	0,970	\$0									\$1,100		\$1,100			
34	28	Downie Road Extension	0,000	-	\$0									\$1,200		\$1,200			
35	29	Middle Fork Road Improvements	0,000	3,740	\$0										\$15,730	\$15,730			
36	30	Jackson Hwy Rehabilitation	0,257	7,136	\$0	\$50							\$450			\$500			
37	31	Highway 603 (4) Rehabilitation	10,900	11,700	\$0	\$111							\$1,000			\$1,111			
38	32	SR 505 Corridor Improvements	2,180	5,500	\$0	\$722								\$1,444		\$722			
Misc. Engineering, ROW, & Construction Costs					\$8,206	\$2,917	\$3,939	\$607	\$0	\$2,626	\$0	\$2,740	\$9,574	\$4,597	\$27,624	\$62,830			
Construction TOTAL																			
Annual Balance																			
County Forces Construction Limit																			

EXTERNAL FUNDING SOURCES

Six Year Transportation Improvement Program

STATE OF WASHINGTON PROGRAMS

County Arterial Preservation Program (CAPP)

Funds are limited to the direct and attributable indirect costs associated with paved surface preservation and rehabilitation activities on existing arterial roadways. Funds are distributed by direct allocation by the County Road Administration Board (CRAB) based on percentage of paved arterial lane miles in the county compared with the total in the state. The 2013 allocation is \$462,825. These funds may pay up to fifty percent of eligible costs.

Rural Arterial Program (RAP)

90% Federal, 10% Local Funds are limited to the direct and attributable indirect costs associated with arterial and collector road improvement projects. Funds are allocated by a rating system within the Southwest Region on submitted projects for approval. Each county in the Southwest Region may submit projects requesting funds not to exceed 30% of the region's biennial apportionment. These funds may pay up to ninety percent of eligible costs.

Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) is an independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. The funding for TIB's grant programs come from revenue generated by three cents of the statewide gas tax. The primary purpose of the TIB is to administer state funding for local government transportation projects. Projects are funded utilizing TIB revenues

in combination with local matching funds and private sector contributions. The authorizing legislation for TIB is contained in RCW 47.26.121. The administrative rules are found in WAC 479. TIB administers the following grant programs:

Urban Arterial Program (UAP)

Arterial Preservation Program (APP)

Urban Sidewalk Program (SP)

Small City Arterial Program (SCAP)

Small City Preservation Program (SCPP)

Small City Sidewalk Program (SCSP)

FEDERAL PROGRAMS

Moving Ahead for Progress in the 21st Century (MAP-21) Act:

Signed into law on July 6, 2012, MAP-21 extended current law (SAFETEA-LU) for the remainder of FY 2012 and authorizes federal investment for the highway, public transportation, and highway safety programs for fiscal years 2013-2014. It provides total guaranteed funding of \$82.0 billion for the federal aid highway program, with \$39.7 billion in FY 2013 and \$40.3 billion in FY 2014. This federal program replaced the previous program; Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which provided funding for fiscal years 2004-2012. The bill, which initially expired in 2009, was extended 10 times and with the passage of MAP-21 expired on September 31, 2012.

Lewis County is eligible to receive these funds through the Washington State Department of Transportation under the following grant programs:

Bridge Replacement and Rehabilitation Program – (BR)

80% Federal, 20% Local Replace or rehabilitate roadway bridges over waterways, topographical barriers, other roadways, railroads, canals, etc., when those bridges have been

determined deficient because of structural deficiencies, physical deterioration, or functional obsolescence.

National Historic Covered Bridge Preservation –

80% Federal, 20% Local Rehabilitate, Repair, or preserve covered bridges that are listed or eligible for listing on the National Register of Historical Places.

National Scenic Byways Program –

80% Federal, 20% Local Improve and/or enhance roads having outstanding scenic, historic, cultural, natural, recreational, and archeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways.

Railway-Highway Crossings –

90% Federal, 10% Local Eliminate hazards and/or install/upgrade protective devices at crossings to reduce the number of fatalities and injuries at public highway-rail grade crossings.

Safe Routes to School Program –

100% Federal Make walking or bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Surface Transportation Program –

(STP) 86.5% Federal, 13.5% Local, Provides flexible funding that may be used by States and local agencies for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intercity and intracity bus terminals and facilities.

Transportation Alternative Program –

(TAP) 86.5% Federal, 13.5% Local, Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Federal Emergency Management Agency (FEMA)

The mission of the Federal Emergency Management Agency is to provide assistance to State, Tribal and local governments so that communities can quickly respond to and recover from major disasters or emergencies declared by the President. The Federal share of assistance is not less than 75% of the eligible cost for emergency measures and permanent restoration. The grantee (usually the State) determines how the non-Federal share (up to 25%) is split with the sub-grantees (eligible applicants).

Salmon Recovery Funding Board - (SRFB)

Pursuant to the Salmon Recovery Act: Chapter 77.85 RCW, Lewis County continues to support salmon recovery by funding habitat protection and restoration projects, and produce sustainable and measurable benefits for fish and their habitat.